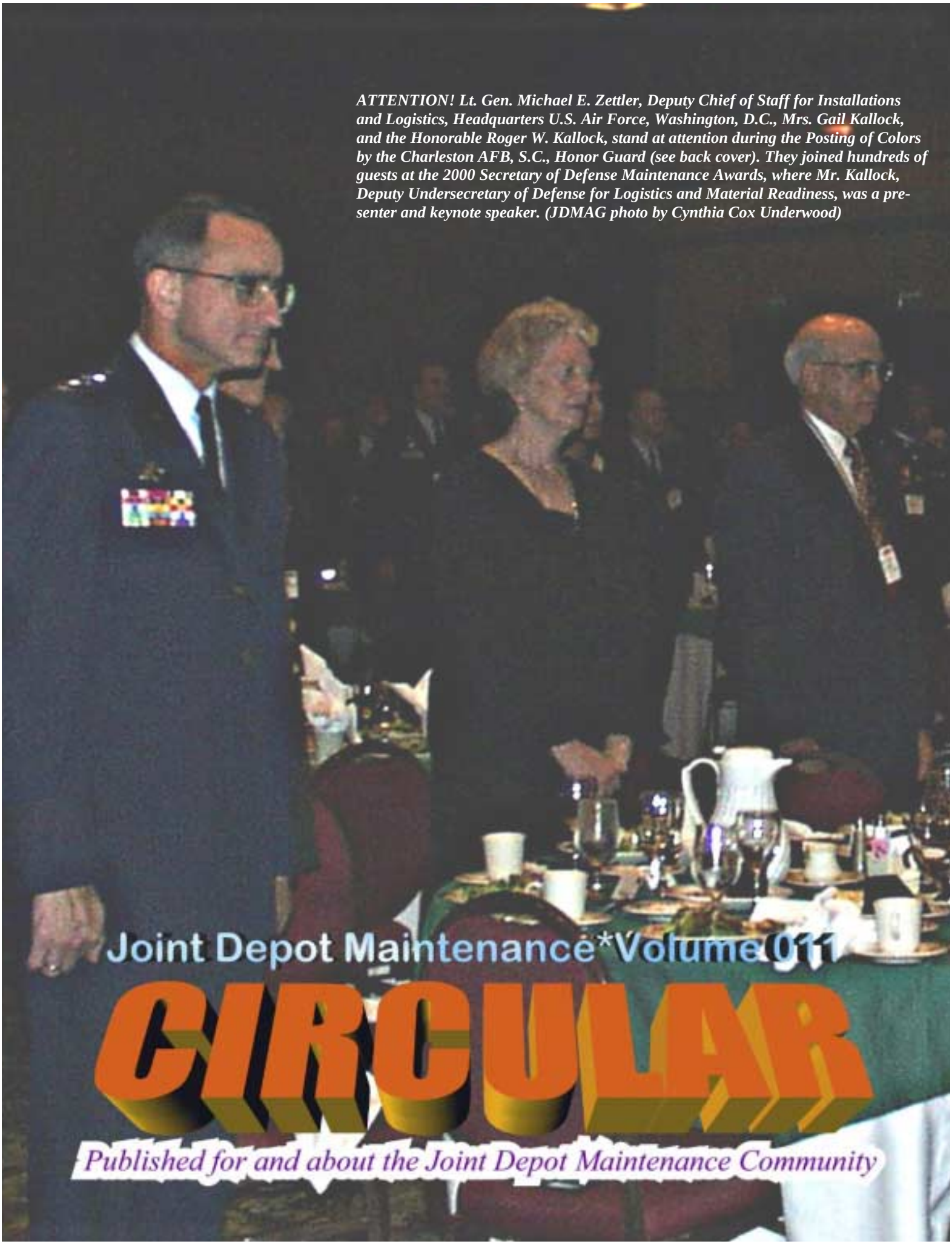

ATTENTION! Lt. Gen. Michael E. Zettler, Deputy Chief of Staff for Installations and Logistics, Headquarters U.S. Air Force, Washington, D.C., Mrs. Gail Kallock, and the Honorable Roger W. Kallock, stand at attention during the Posting of Colors by the Charleston AFB, S.C., Honor Guard (see back cover). They joined hundreds of guests at the 2000 Secretary of Defense Maintenance Awards, where Mr. Kallock, Deputy Undersecretary of Defense for Logistics and Material Readiness, was a presenter and keynote speaker. (JDMAG photo by Cynthia Cox Underwood)

Joint Depot Maintenance*Volume 011

CIRCULAR

Published for and about the Joint Depot Maintenance Community

ON THE COVER

THE MARINE BAND from Parris Island, S.C., entertained during the 2000 Secretary of Defense Maintenance Awards. The ceremony was the highlight of the fourth annual DOD Maintenance Symposium that took place recently in Charleston, S.C. (JDMAG photos by Cynthia Cox Underwood)

The Fourth Annual DOD Maintenance Symposium

MAINTAINING OLD & NEW

More than 1,000 people passed through the gates of the Convention Center Complex in Charleston, S.C., recently, setting a new record for attendance at the annual Department of Defense (DOD) Maintenance Symposium and Exhibition. Attractions included 126 exhibits, numerous military static displays, and tours of nearby industrial facilities. As in the past three years, the Office of the Secretary of Defense in conjunction with the National Defense Industrial Association sponsored the event.

AWARDS CEREMONY

Highlights included the presentation of the 2000 Secretary of Defense Maintenance Awards to the DOD's outstanding maintenance units and the Phoenix Award to the best maintenance organization. *(See related article on p.9.)* The Honorable Roger W. Kallock, Deputy Undersecretary of Defense for Logistics and Materiel Readiness, and

Army Lt. Gen. John M. McDuffie, Director for Logistics, the Joint Staff, were the featured speakers.

During the awards ceremony, the general spoke highly of the USS Cole and the "maintenance folks who are the guts of readiness."

CHALLENGES

With annual expenditures in excess of $40 billion per year and a work force of more than 700,000 people, DOD maintenance is an opportune area in which to explore innovation. This year the symposium explored challenges facing the DOD as it integrates new weapon systems and advanced technologies into a combat force that includes systems, some more than 30 years old, that are expected to remain in service indefinitely.

MANNING THE BOOTH. Management analyst Annie Pinkston monitors exhibit traffic from JDMAG's display booth during the DOD Maintenance Symposium.

"Of course, we must continue to address the challenges of our existing systems," said Mr. Kallock, "but we also cannot afford to miss the opportunities that new programs, such as the Joint Strike Fighter, offer us."

A senior panel with diverse backgrounds in land, sea, and air systems explored innovative techniques to improve support for this mixture of old and new, including proposed maintenance initiatives, such as contractor integration on a scope never before attempted.

AGING WORKFORCE. Frederick J. Leonelli, President, FJ Leonelli Group, Inc.; Jay Hiles, Deputy Director of Flight Safety, International Association of Machinists and Aerospace Workers within District 141-M; and Dr. Diane M. Disney, Deputy Assistant Secretary of Defense for Civilian Personnel Policy, discussed the effects of an aging aviation workforce and the insufficient numbers of highly skilled maintenance professionals on DOD maintenance.

SESSIONS

The Joint Group on Depot Maintenance sponsored a breakout session entitled "Replenishing the

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Marine Corps Multi-Commodity Maintenance Center, Barstow, Calif.

The Marine Corps Multi-Commodity Maintenance Center $(MC)^3$ is located at the Marine Corps Logistics Base (MCLB), Barstow, Calif. The center provides life cycle support for weapon systems, such as amphibious, combat, and tactical vehicles; communications; electronics; construction; and optics. This support includes diagnostics, rebuilding, inspecting, repairing, engineering, computer-aided design, manufacturing of small parts, testing, radiography, calibration, prototype fabrication, technical assistance, and quality assurance.

UNIQUE FACILITIES

The center is highly adaptable to the Marine Corps' changing readiness requirements. This flexibility is possible because the maintenance center has the facilities, equipment, and skilled work force to support a wide range of commodities. The center's facilities and equipment are unique because they can be reconfigured to accommodate various and changing workload requirements.

With 70 different skills (85 percent blue collar and 15 percent white collar), maintenance center personnel possess a broad range of technical and professional occupations. As a team, they enable the center to repair almost every type of equipment in the Marine Corps' inventory. Rather than specialize in a few items or workload categories, for example, employees cross-train to repair a variety of equipment within each major skill. This gives MC^3 the flexibility to realign its work force to accom-

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Amphibious Assault Vehicles: the center of attention at MC^3

What's in the middle of the Maintenance Center? Ask almost anyone who works there, and more than likely their response will be the amphibious assault vehicle (AAV). From the supply clerk who orders parts for the AAV, to the mechanic who performs repair work, the AAV certainly can be thought of as middle-of-maintenance-center work.

For many years, repair work on AAVs has been done under the inspect-and-repair only-as-necessary (IROAN) concept. However, the Marine Corps recently decided to upgrade 680 of its 1,057 AAVs over a four-year period.

Beginning in 1998, the work shifted to what is known as RAM/RS (reliability, availability, and maintainability/ rebuild to standard maintenance).

Features of RAM/RS include the installation of a new Cummins 525-HP engine, an upgrade to a more reliable and maintainable transmission, a suspension that is used in the Army's Bradley fighting vehicle, and modifications to the hull to accommodate the new Bradley suspension. The upgrade is part of a $90.5-million rebuild program that will give the AAV an improved ride, greater cross-country speed and reliability, and easier

(Continued from page 4)
maintenance.

PROOF OF PRINCIPLE

The AAV upgrade has evolved through a program at the maintenance center known as "POP" or Proof of Principle. POP was a hand-massaged effort to validate RAM/RS that began in November 1997. Both maintenance centers (at MCLBs Albany and Barstow) had two POP vehicles each. All four of the vehicles had the modified Bradley suspension.

Dubbed "POP 1" and "POP 2," both of Albany's vehicles were completed and shipped in April of last year. Barstow's vehicles ("POP 3" and "POP 4") were completed about the same time. All vehicles were shipped to the Amphibious Vehicle Test Branch at Camp Pendleton, Calif., where they went through a series of tests and ultimately received the "go-ahead."

So, what is the difference between IROAN, rebuild, and RAM/RS? With IROAN, a vehicle is inspected, and repairs are made only as necessary to provide customers with a high-quality product at minimal costs.

Under the rebuild concept, a vehicle is disassembled to the component level identified by the AAV program manager in the rebuild standard. Each component is tested, rebuilt if required, and installed during vehicle assembly. Under the IROAN and rebuild concepts, all necessary repair work was done under the roof of the maintenance center at Albany or at Barstow.

The RAM/RS project, however, is a joint venture between the Marine Corps and private industry. It has been described as in the middle, between IROAN and a rebuild.

Under RAM/RS, the United Defense Limited Partnership (UDLP), located in York, Pa., is responsible for performing machine and welding work required on each of the AAV "hulls" sent from the Albany maintenance center. This modification is required before the Bradley suspension can be installed on each AAV.

Work schedules at both the UDLP and the Albany maintenance center are carefully synchronized to meet production requirements. As with any job, there are strict cost limitations. The age and condition of each vehicle determine whether it is a candidate for RAM/RS.

"Our process now includes an extensive inspection of each vehicle to see if it is a feasible candidate for the RAM/RS program," said RAM/RS project manager Nancy Wilson. Once the AAV passes a thorough inspection, the repair process begins.

THE REPAIR PROCESS

The first step is to disassemble the vehicle and remove the components from its hull. The hull is then blasted, steam cleaned, and shipped to the UDLP for modification. Meanwhile, the components go to various areas of the

(Continued on page 15)

Rick Novak, an electronics integrated systems mechanic in the Communications Security and Tactical Missiles Systems Directorate, at Tobyhanna Army Depot, Pa., calibrates the system test and troubleshooting station to prepare it for Sidewinder missile workload. A Sidewinder guidance and control system is on the left. (U.S. Army photo)

Army uses Navy equipment to test Air Force Sidewinders

Tobyhanna Army Depot, Pa., recently began repairing and testing Air Force AIM-9 Sidewinder guidance and control sections (GCS). Technicians have been making final adjustments to equipment in a $6.7-million renovated facility where repair and testing will take place.

The U.S. Army Corps of Engineers managed the renovation and acted as contracting representatives.

Sidewinder is a short-range, air-to-air missile used by the Navy and the Air Force.

The GCS contains an infrared gyroscopic component that keeps the missile on target and feeds flight course corrections to control systems that move the fins that direct the missile to its target.

Tobyhanna will test and repair the first 90 Air

Force GCSs on Navy test equipment. The Navy is currently certifying Tobyhanna's production capability and equipment.

"Our predominant workload will be from the Air Force; the Navy is the program manager," explained Robert Haas, an electronics engineer in the Business Management Directorate.

"We will complete 30 Air Force Sidewinder GCSs per month for three months," said Michael Fisher, chief of the Advanced Communications Security Technologies Division in the Directorate of Communications Security and Tactical Missile. "Once we show we can successfully execute the workload, then we'll transition Air Force equipment to Tobyhanna and begin the full compliment of Air Force, Navy, and Foreign Military Sales Sidewinder GCS work," he added.

JOHN WILLIAMS, an electronics integrated systems mechanic in the Communications Security and Tactical Missiles Systems Directorate at Tobyhanna Army Depot, Pa., sets up the Bore Sight Station to test a Sidewinder guidance and control system's (GCS) ability to track targets. The station also calibrates the missile's GCS so it generates the lowest signal noise and sine wave for the cleanest signal possible. (U.S. Army photos)

Several workstations are nearly complete. The GCS components will be processed through several workstations, plus a clean room, depending on repair needs. Every part of the GCS , including the fins that direct the missile's flight, is tested, repaired if necessary, and tested again.

"Each GCS is disassembled, and the components tested at one station. Then they are sent to another station for further testing," Fisher said. "Technicians give the GCS a leak and flow test to make sure seals are not broken. Mechanics rebuild the maneuvering fins' pistons, lubricate them and install new seals. The gyro is removed and sent to a clean room for testing and repair."

The clean room is filtered to remove any dust or

(Continued on page 13)

AF employee's assistance with transition nets award

An Air Force employee from Sacramento Air Logistics Center (SM-ALC), McClellan AFB, Calif., has earned the U.S. Army Commander's Award for Civilian Service.

Ralph Cannon, a maintenance interservice support officer, received the award recently for his assistance, from July 1997 through August 2000, as a member of the transition team for the 1995 base closure and realignment transfer of workload from SM-ALC to Tobyhanna Army Depot, Pa.

GLENN WERLAU (right), Director of Production Management at Tobyhanna Army Depot, Pa., presents a Commander's Award for Civilian Service to Air Force employee Ralph Cannon for his assistance during the Base closure and Realignment workload transfer from California to Tobyhanna. (U.S. Army photo)

"Ralph was a key player in the movement of the ground communications-electronics workload," said Sally Rake, a management and program analyst with Tobyhanna's Directorate of Production Management. "He ensured that policies, processes, and tools were in place for Tobyhanna to begin management immediately after the transition."

Cannon made major contributions to the development and negotiation of 14 depot maintenance interservice support agreements that served as the basis of the transition schedule.

"This was a challenge, given the differences in maintenance philosophies between the Army and the Air Force, but Ralph was unbiased, recommended solutions, and kept the team focused on the mission and the customers," said Glenn Werlau, director of Production Management.

"His professionalism, dedication, and patriotism made an otherwise difficult situation an immense success," Werlau added. "Thanks to his efforts, Tobyhanna has the interservice policies in place that serve to provide a quality product to the war fighter."

For information contact Tobyhanna's Public Affairs office, (570) 895-7308/DSN 795-7308.

Secretary of Defense presents annual maintenance awards

The Secretary of Defense Maintenance Awards were presented recently in Charleston, S.C., during the fourth annual Department of Defense (DOD) Maintenance Symposium and Exhibition. Symbolized by the legendary phoenix, a mythological bird that lived for approximately five centuries, died, was consumed by flames, and reborn from its own ashes, the awards characterize the role of equipment maintenance in the DOD. As the phoenix gives itself new life, so too does maintenance give continued life to weapon systems and equipment.

In recognition of the contribution maintenance makes to keeping the military forces ready and to sustaining them in conflict, the Secretary of Defense has established the awards program to honor military units that accomplish exceptional maintenance. Maintenance includes the actions taken to retain weapon systems and equipment in a high state of readiness or to restore them to serviceability. Inspection, testing, servicing, repair, rebuilding, and modification are all elements of maintenance.

AMONG THE BEST. Army Lt. Gen. John M. McDuffie, Director for Logistics, the Joint Staff; Robert E. Hammond, Assistant Deputy Chief of Staff for Installations and Logistics, HQ Marine Corps.; and Mr. Robert T. Mason, Assistant Deputy Undersecretary of Defense for Maintenance Policy, Programs, and Resources (L to R), observe as Roger W. Kallock, Deputy Undersecretary of Defense for Logistics and Materiel Readiness, presents the Secretary of Defense Maintenance Award to members of the Marine Tactical Electronic Warfare Squadron 2, MCAS Cherry Point, N.C. (JDMAG photo by Cynthia Cox Underwood)

BIG BUSINESS

Maintenance in the DOD is big business, with annual expenditures for labor and materiel estimated in excess of $40 billion. The maintenance workforce is comprised of about 700,000 government employees and more than 2000 contractors worldwide who provide a combination of expertise, craftsmanship, and loyal service so necessary for the readiness of the military forces.

The recipients of the maintenance awards represent the finest organizations in this workforce, those units that have made the most significant weapon systems and equipment maintenance achievements over the past year within the DOD.

WINNERS

Winners in the small unit category were

- Marine Tactical Electronic Warfare Squadron Two (VMAQ-2),

(Continued on page 12)

MEET THE JG-DM

Maj. Gen. Paul L. Bielowicz, member and former chair of the JG-DM, is Director of Logistics at Headquarters Air Force Materiel Command (HQ AFMC), Wright-Patterson AFB, Ohio. The chief operating officer for two of the largest business areas within the command, depot maintenance and supply management, he develops and directs policy and procedures for overhauling, repairing, and modifying weapon systems and spare parts.

This depot maintenance activity generates $4 billion in annual revenue, uses $8.9 billion of facilities and equipment, and employs more than 23,600 people at AFMC's air logistics centers (ALC). In addition, Gen. Bielowicz is responsible for policies and procedures relating to the Air Force's wholesale supply chain management of 2.2 million spare parts valued at more than $21 billion.

The general entered the Air Force in 1970 as a distinguished graduate of the ROTC program at Allegheny College, Meadville, Pa. After 12 years as a maintenance officer with tours in Vietnam, Spain, New Mexico, and Virginia, and a tour on the Tactical Air Command Inspector General Team, he served as a munitions adviser to Saudi Arabia. In 1984, the general assumed command of the 1st Aircraft Generation Squadron at Langley AFB, Va. He has since been managing various aspects of logistics for the Air Force, with tours at the Pentagon; Wright-Patterson AFB; Kelly AFB, Texas; Randolph AFB, Texas; in Columbus, Ohio; and at the Air Education and Training Command. Prior to assuming his current position, Maj. Gen. Bielowicz served as the Commander of the San Antonio ALC at Kelly.

MAJOR GENERAL PAUL L. BIELOWICZ

He has received several major awards and decorations.

The JG-DM is comprised of the flag-level officers or civilians from each military Service or command who are responsible for depot maintenance. The group reviews the depot maintenance function within the military Services to achieve effective and affordable support for the nation's weapon systems.

Other JG-DM members include

- Maj. Gen. John J. Deyermond, Deputy Chief of Staff for Logistics and Operations, U.S. Army Materiel Command (AMC);
- Mr. Larry D. Scheuble, Deputy Chief of Staff for Logistics and Operations; AMC (Alternate);
- Rear Adm. Anthony Lengerich, Deputy Director, Fleet Readiness Division, Office of the Chief of naval Operations;
- Mr. Bernard (Bernie) Clark, Assistant Deputy Commander for In-

(Continued on page 13)

JDMAG PEOPLE

JDMAG PEOPLE. The Joint Depot Maintenance Activities Group recognized (left to right) Cynthia Cox Underwood, writer-editor; Arnie Aliff, senior computer specialist; Annie Pinkston, management analyst; and Susan Kothman, computer programmer analyst, for exceptional performance and contributions to organizational goals and missions for the first through the fourth quarter respectively of fiscal year 2000. The employees were nominated for this award based on their work effort and professionalism. (JDMAG photo by Paul Charron)

JDMAG GETS NEW CHIEF

Navy Captain David J. Beck replaced Air Force Colonel James Reiman last June as JDMAG's director. Capt. Beck came to JDMAG from the Naval Air Systems Command, where he served as Assistant Department Head for Production Support. In this position he was responsible for successfully implementing the business process re-engineering initiatives of the naval aviation depots.

He holds a bachelor's degree in Aviation Management from Metropolitan State College in Denver, Colo., and a Master of Science degree in Logistics Engineering from the Naval Postgraduate School in Monterey, Calif. His decorations include three Meritorious Service Medals, two Navy Commendation Medals, two Navy Achievement Medals, six Sea Service Ribbons, and various unit awards and campaign ribbons.

Capt. Beck is married to the former Lisa Boyd of Lemoore, Calif. They have three children, Jeremy, Daniel, and Whitney.

(Continued from page 9)

MCAS Cherry Point, N.C.

- 555th "Triple Nickel" Fighter Squadron, Aviano AB, Italy

Winners in the medium unit category were

- Aircraft Intermediate Maintenance Department, NAS Whidbey Island, Wash.
- 60th/349th Aircraft Generation Squadron, Travis AFB, Calif.

Winners in the large unit category were

- USS Theodore Roosevelt (CVN-71)
- 16th Logistics Group, Hurlburt Field, Fla.

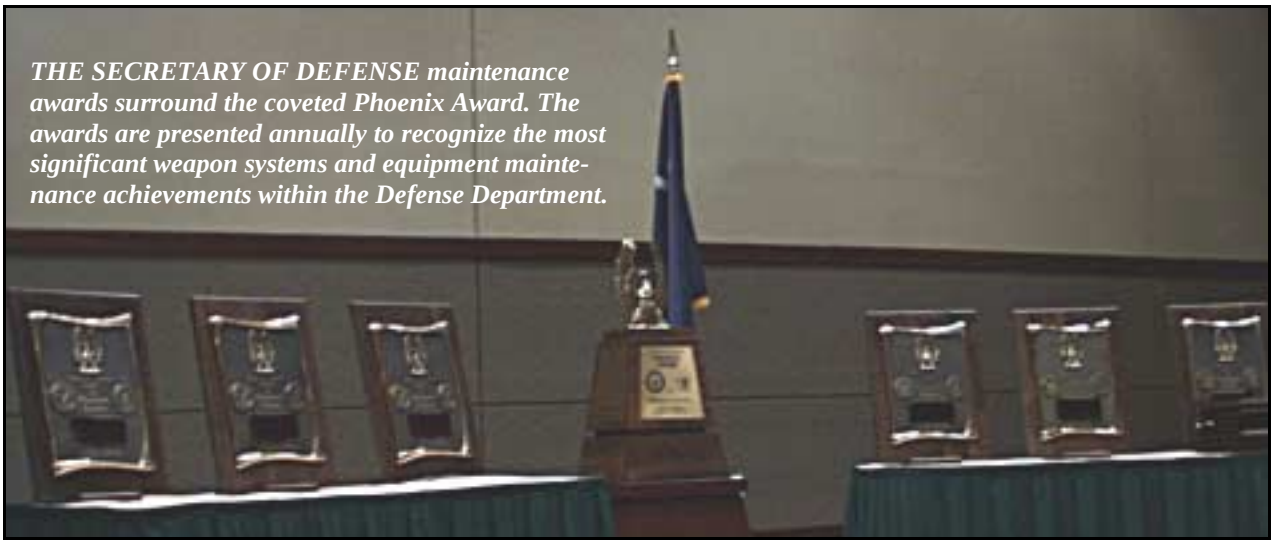
Highlighting the ceremony was the presentation of the coveted Phoenix Award to the 555th Fighter Squadron. This award recognizes the most significant weapon systems and equipment maintenance achievements within the DOD.

Mr. Robert T. Mason, Assistant Deputy Undersecretary of Defense for Maintenance Policy, Programs, and Resources, provided the opening and closing remarks. The Parris Island, S.C., Marine Corps Band provided the after dinner entertainment. Army Lt. Gen. John M. McDuffie, Director for Logistics, the Joint Staff, gave the awards address, and the Honorable Roger W. Kallock, Deputy Undersecretary of Defense for Logistics and Materiel Readiness, presented the awards.

SELECTION PANEL

This year's awards selection panel consisted of Mr. Mason; Mr. Don Tison, Director, Force and Infrastructure Cost Analysis Division, Office of the Undersecretary of Defense (Comptroller); Mr. Tim Harp, Office of the Undersecretary of Defense for Acquisition, Technology, and Logistics; Lt. Col. Brent Baker, J-4, the Joint Staff; Mr. Hollis Hunter, Office of the Assistant Deputy Undersecretary of Defense for Maintenance Policy, Programs, and Resources; and Lt. Col. Paul Bricker, Office of the Assistant Deputy Undersecretary of Defense for Maintenance Policy, Programs, and Resources.

For more information on the awards ceremony, visit http://www.acq.osd.mil/log/mppr/symposium/symposium/s2000/new2000.html.



***THE SECRETARY OF DEFENSE** maintenance awards surround the coveted Phoenix Award. The awards are presented annually to recognize the most significant weapon systems and equipment maintenance achievements within the Defense Department.*

(Continued from page 10)

dustrial Operations, Naval Sea Systems Command;
- Rear Adm. Stephen Heilman, Assistant Commander for Aviation Depots, Naval Air Systems Command (NAVAIR);
- Mr. Michael Akin, Deputy Assistant Commander for Aviation Depots, NAVAIR (Alternate);
- Mr. Thomas J. Batterman, Deputy Director of Logistics, HQ AFMC (Alternate);
- Mr. R. Ken Trammell, Executive Director, Marine Corps Materiel Command.

To find out more about the JG-DM visit their Web site, http://www.jdmag.wpafb.af.mil/jgdm.htm.

(Continued from page 7)

other contaminants that could degrade the gyro's performance.

Afterwards, the GCS is reassembled and placed on a bore sight station, which tests the gyro by using a light that the gyro must follow precisely.

"The missile travels at very high speed to close with a target that is also moving quickly, so the gyro must follow the light at three degrees per second," explained John Williams, an electronics integrated systems mechanic in the Maverick Missile and Sparrow Missile Division. "We also use an audio test and an oscilloscope to calibrate the GCS to the lowest noise and smallest sine wave possible, which means that the GCS is generating the cleanest signal possible."

The GCS is then placed on a rate table to calibrate the maneuvering fins, which is done by verifying the torque needed to move the fins.

"This is done not just by moving the fins, but calibrating the GCS so the mechanical movement of the fins is converted to the correct voltage reading in the GCS," explained Thomas Palko, an electronics equipment maintenance mechanic in the Sidewinder Missile Division. "The GCS must give the correct commands to the fins."

If problems are found that cannot be corrected at the rate table, the GCS is sent to a testing and troubleshooting station, where the problem is pinpointed.

When all the components are working correctly, the missile is sent to the final preparation station, where seals are installed into the holes that contain the maneuvering fins' pistons.

"A wire is also installed that breaks the screws that hold a cable in place," Williams said. "The cable conveys information from the aircraft to the missile. When the missile is fired, the cable must break off cleanly so the missile's aerodynamics are not affected."

Tobyhanna will repair and test GCSs for two other missiles, the AGM-65 Maverick and the AIM-7 Sparrow. Production for those systems will be phased in throughout this year. Full production for all three missiles will begin by August.

For information contact Anthony Ricchiazzi Public Affairs office, (570) 895-7557/ DSN 795-7557.

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Cynthia Cox Underwood, editor

(Continued from page 3)
Aging Depot Workforce." Presentations given during this session are posted on the JDMAG Web site, http://www.jdmag.wpafb.af.mil/symposium.htm.

Other breakout sessions were designed to

- identify key management and policy issues for maintenance,
- explore the expanding role of private sector weapon system support,
- review management and technical solutions and design or development,
- demonstrate technology applications for maintenance management and processes, and
- identify needs for new management tools, research, and products.

Overall, DOD is seeking to develop programs that afford faster, better, and less costly support operations.

In addition to exploring the sustainment and support of more agile, expeditionary deployment capabilities, the symposium also focused on maintenance challenges as they relate to emerging technologies that will transform future maintenance operations. Issues associated with the aging maintenance workforce were also addressed.

Uniquely focused on DOD weapon systems and equipment, the annual symposium brings together managers of all ranks and levels who represent the full range of maintenance operations within both DOD and industry. Each year the symposium provides an outstanding opportunity for government and industry representatives to meet and exchange ideas for improving maintenance practices and procedures.

Next year's symposium will take place in Kansas City, Mo. Details will be provided in a future issue of the *Circular*.

For symposium information, visit http://www.acq.osd.mil/log/mppr/symposium/symposium/s2000/new2000.html**.**

GEARING UP. Steve Morely, a machinist in the precision grinding unit at Tinker AFB, Okla., positions a gear before grinding the internal diameter. (USAF photo by Margo Wright)

(Continued from page 4)
modate shifts in workload categories, change production lines from year to year, and perform special projects.

The location of the Marine base allows for immediate access to the Santa Fe and Union Pacific railroads. (The Santa Fe has the largest switching station in the Western United States located at Barstow.) The MCLB serves as the primary rail support for the Army's National Training Center at Fort Irwin, with more than 5,250 rail cars used on an annual basis to transport Army rotational unit equipment. As a result of this movement, Barstow has the largest rail operation in the Defense Department.

Major highway access includes Interstates 10, 15, and 40, and Highway 58. In addition, emergency shipments can be airlifted from the local Dagget Airport, which has more than 6,000 feet of runway, enabling C-141 aircraft to land and take off.

For information contact Mike McCarty, business representative, MCLB, Barstow, (760) 577-7535/DSN 282-7535.

COMING UP

Maintenance & Logistics Meetings of interest to the DOD Depot Maintenance Community

DATES	EVENT/CONTENT	LOCATION/POC	SPONSOR/PHONE
Apr 3-5	*MRO 2001: Maintenance, Repair, & Overhaul Conference Expo* Maintenance & sustainment challenges for 2001 and beyond.	Nashville, Tenn. Danielle DeMartini	Aviation Week 800-240-7645 x6
Apr 17-18	*Tech Trends 2001*	Atlantic City, N.J.	NDIA 703-522-1820
Apr 23-26	*27th Environmental Symposium & Exhibition*	Austin, Texas	NDIA 703-522-1820
Apr 29-May 4	*13th Annual Software Technology Conference* New challenges in software to support the DOD mission	Salt Lake City, Utah	STC/USU 800-538-2663
May 6-8	*15th Annual NCMS & CTMA 2001 Conference and Expo* NCMS program and projects	Hilton Head, S.C.	NCMS 734-995-0300

(Continued from page 5)

maintenance center, where they are repaired and stored until the hull returns from the UDLP.

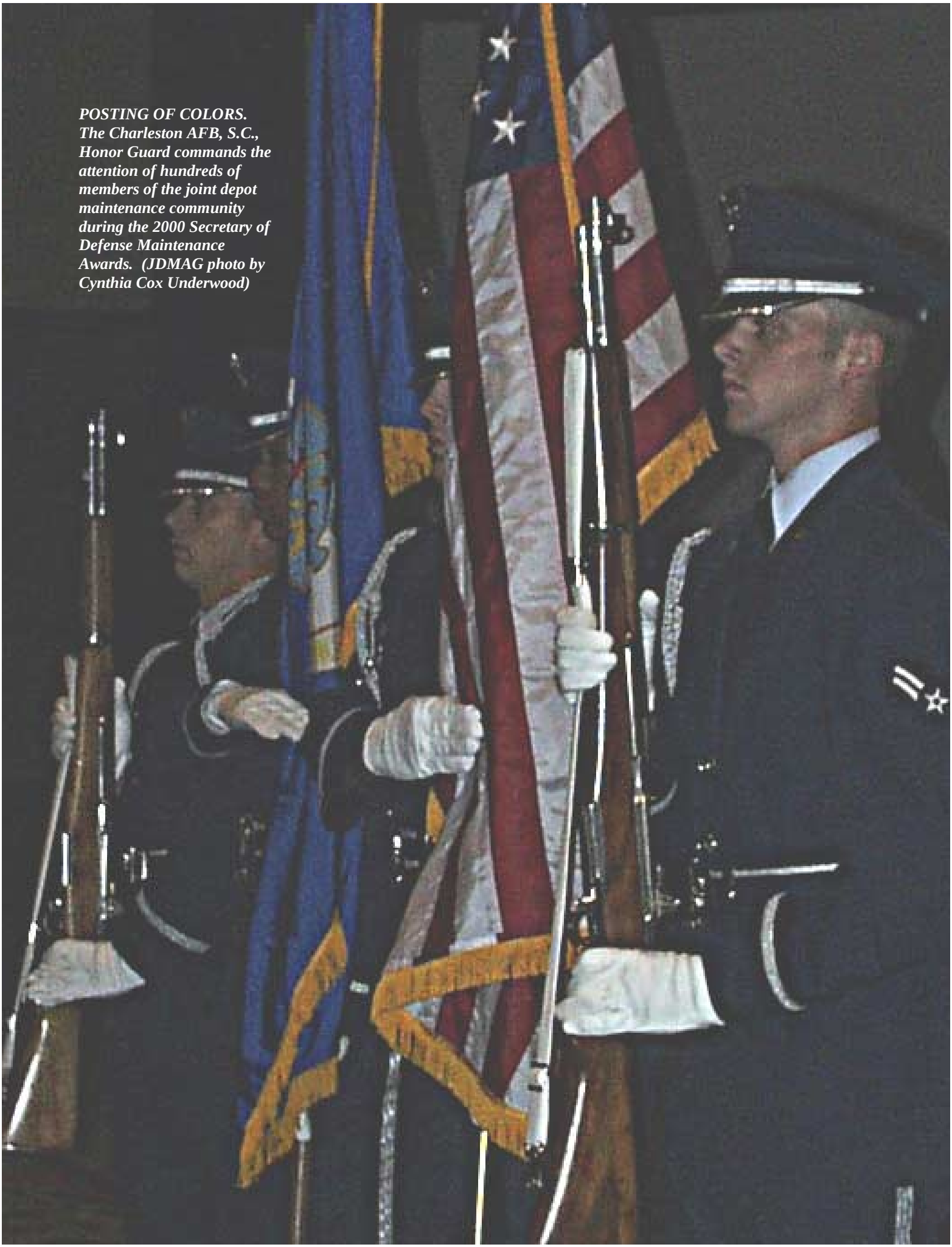
When the UDLP returns the modified hulls, a representative from the Defense Contracts Management Command (DCMC) inspects them. Once DCMC accepts the hull, it goes to the maintenance center's welding shop, where broken and cracked welds are repaired, modifications applied, and engineering changes to the vehicle are made.

After the welding shop employees complete their work, the AAV gets steam cleaned and receives a base coat of paint. The AAV then goes to the main assembly line, where the rebuilt components, a new Cummins 525-HP engine, a torque converter, clutch rings, gears, and the Bradley suspension, are installed in the hull.

After the work is completed, the modified AAV faces the test track and test pond before receiving a final coat of paint.

The first modified AAV has been completed. During the rest of the of the production cycle, Marine Corps employees will focus on meeting schedules and staying within the allowed costs. This will help the maintenance center remain competitive with the rest of DOD and with private contractors.

For information contact Capt. Christopher Sutton, (912) 639-5083/DSN 567-5083.



POSTING OF COLORS. ***The Charleston AFB, S.C., Honor Guard commands the attention of hundreds of members of the joint depot maintenance community during the 2000 Secretary of Defense Maintenance Awards. (JDMAG photo by Cynthia Cox Underwood)***